

FLAMES DRIVE 1,000 FAMILIES FROM HOME.

Ten-Million-Dollar Conflagration at Paterson, N. J., Checked Only After Desperate Fight.

FANNED BY A FIERCE NORTHERLY GALE.

All Towns for Many Miles Around Send Apparatus to Assist the Firemen—Relief Movement Began at Once and Outside Help Will Not Be Asked—Streets Closed at Night by Mayor's Order.

Paterson, N. J., Feb. 9.—Gale-driven flames swept through twenty-six blocks in the heart of the city today, causing a property loss of \$10,000,000 and driving from their homes nearly 1,000 families. The conflagration burned its way through the business section of the city and claimed as its own a majority of the finer structures devoted to commercial, civic, educational and religious use, as well as scores of dwellings.

There was but small tribute of life and injury to the conflagration, but hundreds were left homeless and thousands without employment. A relief movement for the case of those unsheltered and unprovided for has already been organized and Mayor John Hinchcliffe said to-night that Paterson would be able to care for her own without appealing to the charity of other communities and States. The great manufacturing plants are safe and the community, temporarily dazed by the calamity, has already commenced the work of reorganization and restoration.

FIRE CHECKED ONLY AFTER HOURS OF DESPERATE BATTLE. The fire came at last midnight and was only checked after a desperate fight that lasted until late this afternoon. Every city and town within reach of Paterson sent firemen and apparatus to the relief of the threatened city, and it took the united efforts of them all to win the battle.

A northerly gale gave the conflagration its impetus, and carried its burning brands into the city, where it found a ready-made fuel. The firemen made stand after stand before the wall of fire, but were repeatedly driven back and when victory finally came to them they were grinded and exhausted.

HANKS, SCHOOLS AND PUBLIC BUILDINGS RUINED. A partial list of the properties destroyed follows: Public building, City Hall, Public Library, old City Hall, police station, No. 1 engine house, patrol stables, High School, School No. 10.

Churches: First Baptist, Second Presbyterian, Park Avenue Baptist, St. Mark's Episcopal, St. Joseph's Catholic. Banks: First National, Second (partially), Paterson National, Silk City Trust, Hamilton Trust, Paterson Trust.

Clubhouses: Y. M. C. A.; Knights of Columbus, Progress Club, St. Joseph's Hall, Hamilton Club. Office buildings: Romaine building, Katz building, Marshall & Ball, Cohn building, old Town Clock, old Klineberg building, Stevenson building.

Telephone companies: Western Union, Postal Telegraph. Theaters: The Garden. Newspapers: The Evening News, Sunday Chronicle.

Stores: Quackenbush & Co., dry goods; Boston Store, dry goods; Globe Store, dry goods; National Clothing Co.; Kent's drug store; Kinsella's drug store; Mussey's hardware and general merchandise; Marshall & Ball, clothing; John Norwood, paint; Ober's grocery; Vertinsky's grocery; H. H. & W. G. Shields, grocers; "The Paterson" dry goods; Jordan's piano store; Sauter & Co., piano; Feder & McNair, shoes; Sandler's confectionery; Tappan's tea store; Rakowski's millinery; Brothal & Mueller, shoes; C. B. Beach, automobiles; Storch & Son, clothing; Paterson Gas & Electric Co.; Skye's drug store; McIntosh, drug store.

ONE THOUSAND FAMILIES LEFT WITHOUT SHELTER.

An estimate made from general inspection of the smoldering ruins placed the number of dwellings and apartment houses destroyed at 500 and the number of families left without shelter at nearly 1,000. A re-estimate when order succeeds confusion may alter those figures.

The fire began its work of far-reaching destruction at the power-house of the Jersey City, Hoboken and Paterson Traction Company, which fronted on Broadway and extended a block to the rear on Van Houten street. It commenced in the car shed and was burning fiercely when one of the employees detected it.

It was leaping through the roof and the gale was lifting it in forks and swirls when the fire apparatus came clanging into Broadway, Main and Van Houten. The firemen tried to hem it in, but it speedily crossed Van Houten street in one direction, Main street in another, and gaining velocity as it went, burned unchecked down into the business district.

VAIN EFFORTS MADE TO SAVE PROPERTY. Every piece of fire mechanism in the city was called out, but the fire was master. A great torch rose high in the air, lighting the country for many miles and carrying a threat and warning to the people and property in its path. There were efforts to rescue furniture and stock, but the speed with which the fire moved gave the rescuers little time. Property was often moved to a place of presumed safety, only to be eventually reached and destroyed. The warning to many was brief and they were forced to flee, scantily clad, into streets glazed over with ice and swept by the keen wind.

Main street was soon arched over with a canopy of fire for a block and then for two blocks, as the flames fastened themselves upon building after building. The firemen fought with every resource of their craft and the impulse of desperation, but the flames found new avenues in Ellison and Market streets and got beyond all control.

CALLS FOR RELIEF SENT TO ALL NEIGHBORING TOWNS. Calls for relief went out to every city in this portion of the State, and the aided firemen labored on through hopeless hours of the morning. The City Hall, a magnificent structure, surrounded by a great clock tower, situated on Washington, Ellison and Market streets, finally caught, and with it

KILLED WHILE RIDING ON AN AUTOMOBILE.

Harry Greenlee, Roof Passenger, Collided With Steel Overhead Girder on Bridge Incline.

SKULL WAS TERRIBLY CRUSHED

Place Where Accident Occurred Regarded as Dangerous by Teamsters Using It as Short Cut to Bridge Roadway.

Harry Greenlee, a passenger on top of one of the Interstate Automobile Company's automobiles, which are operated between St. Louis and East St. Louis, was almost instantly killed on the east approach of the bridge yesterday shortly after noon. Fred J. Wetzel, the chauffeur, attempted to cross from the north to the south side of the bridge at the platform midway up the approach, and Greenlee's head struck one of the steel bars in the roadway overhead. The shock was so great that his skull was fractured in half a dozen places. Doctor H. M. Little, who was immediately summoned, found that life was almost extinct, and while he was temporarily preparing the man for the ambulance, Greenlee died.

The accident is one which the drivers of high wagons constantly fear. The drive-way between the northern and the southern sides of the bridge, and connecting with an incline to the Levee, is much used by all classes of teams, as it is a short cut to the main bridge structure. The railroad roadway which forms a roof of steel over the platform is so low that many teamsters have to bend their heads and bodies in passing beneath the structure.

Persons who witnessed the accident say that had Greenlee been a man of average size he would not have been injured. Greenlee was very tall and heavy. No blame is attached to chauffeur Fred Wetzel, who was under the impression that there was plenty of room to pass beneath the railroad roadway. The Interstate Automobile Company has been operating closed omnibus automobiles between St. Louis and East St. Louis for a week. Yesterday afternoon the crowds which gathered at the platform to take a ride on the horseless vehicles were so great that the machine with seats on top was brought into requisition. This machine is intended for use only in the summer. Chauffeur Wetzel was placed in charge of the machine, which had made several trips across the bridge before the fatal accident. Greenlee was one of a crowd of East St. Louisians who wanted to ride across the river in an automobile. The men gave way to the women and Greenlee with two other men, who disappeared after the accident, climbed to the top of the machine. Greenlee sat, while the other men sat in front.

It has been the custom for chauffeurs to run half way up on the north side of the bridge and then cross underneath the "fence" roadway to the south side. Values was running at the usual rate of speed and was passing beneath the railroad roadway when his attention was attracted by the cries of men and women on the bridge and the women in the automobile.

He stopped the machine and the men who were on top with Greenlee clambered down and told him that Greenlee had been struck by a bar underneath the railroad roadway. Wetzel turned back to the automobile barn. Greenlee's body was removed to Kurra's morgue, where Coroner McCracken will hold the inquest this morning.

Greenlee was 32 years old and lived in East St. Louis only two months, coming there from Belle Plaine, Ill., where he leaves a widow. He was employed during his residence here by the Baltimore and Ohio Railroad Company in the capacity of a switchman.

SCHOONER ADRIAT AT SEA.

Lucania Reports Seeing a Derelict Off Sandy Hook.

New York, Feb. 9.—The Cunard Lucania reached her docks in this city today with Captain Alexander McKay, who has succeeded his brother, Captain Horatio McKay, as the Commodore of the Cunard fleet, retired, on the bridge.

Captain McKay reports fine weather all the way across until he reached the eastern edge of the banks. From there he says they had a lively ride all the way. When twenty-four miles off the Sandy Hook lightship at 6 o'clock yesterday the Lucania spotted a schooner, which was only a few miles away. The schooner, which could not be made out from the distance, was a small, dark-hulled vessel. Captain McKay stood down toward the wreck until he was able to make out that no one was clinging to the masts. An hour later he passed a derelict.

ARE WANTED IN LINCOLN, ILL.

George Riechmann and Chauncey C. Crawford Arrested.

George Riechmann, a saloonkeeper at No. 1109 Market street, and Chauncey C. Crawford, a broker, were arrested yesterday by Detectives Lawler and Shevlin on indictments in the possession of Sheriff Anton Edwards, St. Louis, and John W. Hagan, Lincoln, Logan County, Illinois, charging them with complicity in burglary and larceny. They were taken to Lincoln last night by the Sheriff of Logan County. Riechmann and Crawford were arrested in St. Louis last October on charges of robbing the bank at Emden, Ill., in November. It is charged that Riechmann and Crawford purchased two county bonds which Steigler and Wilson had, and which, it is claimed, were stolen. The bank robbery, Riechmann and Crawford, it is alleged, were summoned to appear before the Grand Jury, and at the trial in Lincoln, and it is claimed, neglected to do so. Their indictment for being implicated in the robbery followed. Riechmann says they had nothing to do with the robbery.

MISS SCHLEY CAUSED UPROAR.

Accused Artists' Society of Discriminating Against Her Pictures.

REPUBLIC SPECIAL. Milwaukee, Wis., Feb. 9.—The Society of Milwaukee Artists is in a state of turmoil. Miss Jessie Schley, a cousin of Rear Admiral Schley, is the cause. The trouble began over the selection of pictures for the art exhibit in Chicago.

Miss Schley asserts that while some of the members of the society were permitted to send six or eight canvases each was out altogether. At a special meeting last week she made a formal complaint against this injustice and couched her objections in such forceful language that Artist Raab, she asserts, cried that if she were a man he would knock her down. Miss Schley answered that if she were a man they would treat her differently. Then Mr. Raab moved that she be expelled from the society, which motion was seconded by Mr. Mueller. The matter will be held until a special meeting, which will be held next Tuesday. It is said that unless Miss Schley is expelled many of the men will retire and the society will be threatened with disruption.

BILLIONS TIED UP IN MONOPOLIES.

Thomas W. Phillips of the Industrial Commission Gives Startling Figures.

GROWTH ALL IN RECENT YEARS.

One-Fifth of the True Value of the Country's Wealth—Report to Congress Is Made Public.

REPUBLIC SPECIAL. Washington, Feb. 9.—Stored away in the middle of a volume of a thousand pages, the final report to Congress of the McKinley Industrial Commission, which was made public to-day, is the most sensational talk about trusts and the need for congressional investigation that ever came from a Republican.

It comes from Thomas W. Phillips of Newcastle, Pa., who represented the Twenty-fifth Pennsylvania District in the Fifty-third and Fifty-fourth Congresses. While the commission, with practical unanimity, makes sweeping recommendations to Congress, Mr. Phillips breaks away from the majority, and with the utmost candor and detail quotes the admissions of trust magnates themselves to explain why, in his opinion, a serious menace in these great combinations of capital is sweeping down on the Republic.

What the Majority Recommends.

The majority members of the commission make recommendations providing: That United States District Attorneys be authorized to institute proceedings for violation of the anti-trust laws.

That trusts and combinations in restraint of trade "which by the consensus of official opinion are unlawful" should be so declared by legislation uniform in all States.

That stringent laws be enacted by Congress and State legislatures making penal and criminal the discrimination between customers and the cutting of rates in certain localities to destroy local competition and that these laws give to the damaged person the right to sue for and recover prescribed penalties.

That present overcapitalization State legislatures enact laws similar to the anti-stock-watering laws of Massachusetts.

The commission also recommends the appointment of another commission to inquire into the practice of some protected manufacturers of selling their goods at lower prices abroad than at home and to report "the cause as possible" what concessions and duties may be made without endangering wages and employment at home.

Enormous Growth Since 1890.

Mr. Phillips, in his minority report, makes this startling declaration: "AMERICAN RAILROADS, WHOSE MONOPOLY CHARACTER IS DAILY BECOMING MORE APPARENT, ARE STOCKED AND BONDED FOR ABOUT \$1,500,000,000 AND HAD NET EARNINGS FROM OPERATION, AFTER PAYING TAXES, 1900-1901, OF \$507,300,710. THIS MEANS THAT THESE SECURITIES ARE TO-DAY WORTH IN THE MARKET OVER \$10,000,000,000. IF WE ADD TO THIS THE \$4,000,000,000 OF WATER, GAS, ELECTRIC LIGHT, STREET RAILWAY AND TELEPHONE SECURITIES, PROBABLY WORTH THAT MUCH IN THE MARKET, AND THE \$5,000,000,000 OF SECURITIES OF OUR LARGEST SO-CALLED TRUSTS, TO SAY NOTHING OF THE TELEGRAPH, THERE LOOMS UP A VALUATION OF INDUSTRIES MORE OR LESS MONOPOLISTIC IN CHARACTER OF \$17,000,000,000, OR PROBABLY ONE-FIFTH OF WHAT THE PRESENT CENSUS WILL FIND TO BE THE ESTIMATED TRUE VALUE OF ALL PROPERTY IN THIS COUNTRY. THIS MONOPOLISTIC GROWTH HAS COME ABOUT ALMOST ENTIRELY SINCE 1890."

LEADING TOPICS

—IN—

TO-DAY'S REPUBLIC.

THE SUN RISES THIS MORNING AT 6:38 AND SETS THIS EVENING AT 5:31. THE MOON SETS THIS EVENING AT 8:04.

WEATHER INDICATIONS.

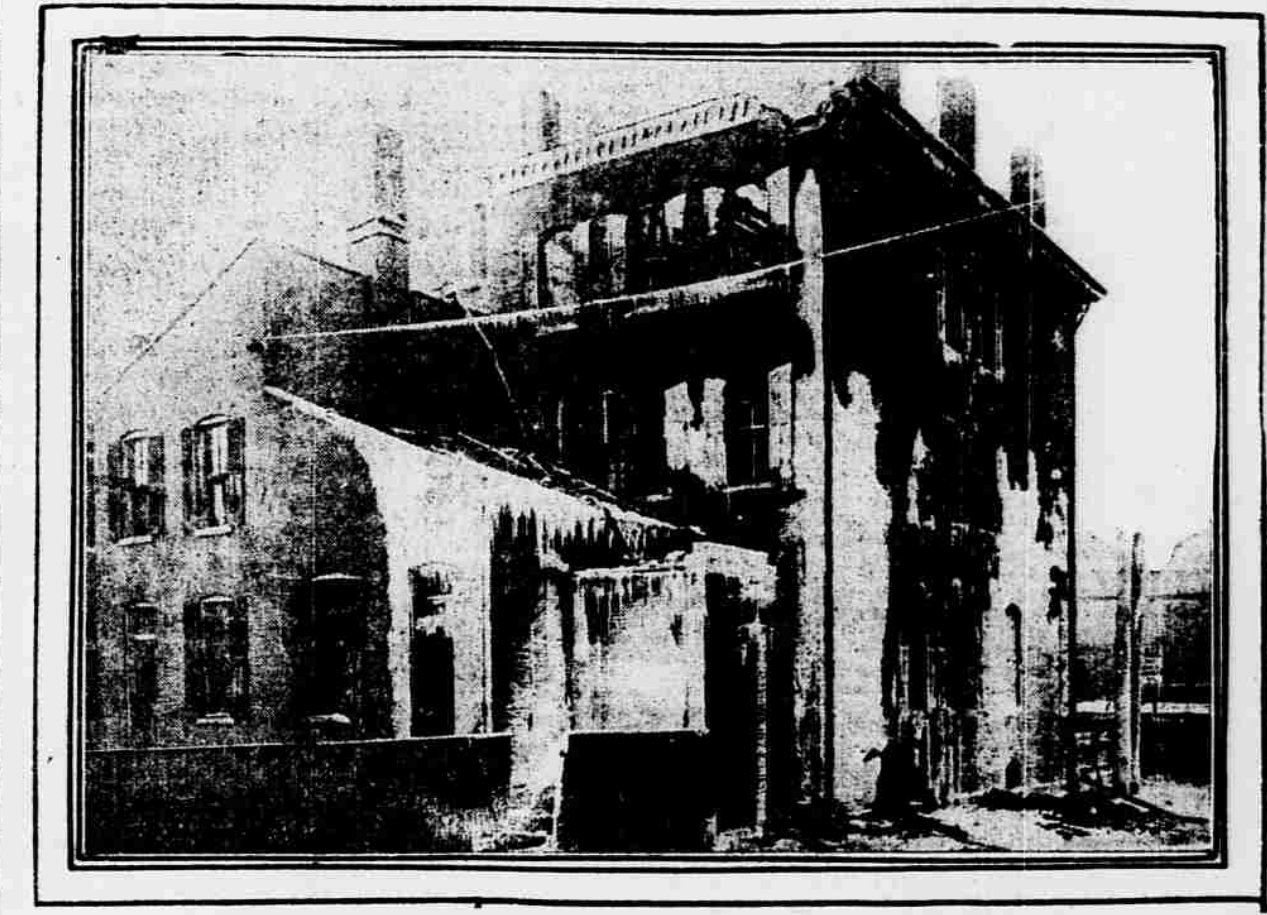
For St. Louis and Vicinity—Fair weather, with rising temperature. For Illinois and Missouri—Fair Monday and Tuesday; slowly rising temperature; diminishing northwest winds.

1. Flames Drive One Thousand Families From Home.
2. Killed While Riding on an Automobile. Billions Tied Up in Monopolies. Eleven Killed in Lodging-House Fire.
3. Thirty Dollars for Seats at the Opera. Governor Dockery's Kansas City Coup. Mysterious Death at San Francisco.
4. Students Leap From Window.
5. Sport on Page Nine This Morning.
6. Those Who Perished in Empire Hotel Fire.
7. Bribery of Legislators Viewed as a Work of Art.
8. Two Fire Heroes Laid to Rest. Runaway Boy Held for Parents.
9. Editorial. Stage News and Notes. Admiral Walker May Be Punished. East Side News.
10. Republic "Want" Advertisements.
11. Republic "Want" Advertisements. Picked Team Beat Jefferson Club. State University Athletic Sports. Race Entries. General Sporting News.
12. Sermons and Services at the Churches.
13. Absence of Support Weakens All Grain. Live Stock Markets. Produce. River News.
14. Senate Posture to Statehood Plans. Hereset Pictorial in Porto Rico. Arrest Follows Romantic Marriage. Senate to Consider the Philistine Bill.

ELEVEN KILLED, EIGHT ARE INJURED, IN MYSTERIOUS LODGING-HOUSE FIRE.

Guests at Empire Hotel Made Fierce Battle for Life in Burning Structure—Nearly All Asleep When Fire Started.

A Human Ladder Saved Two Lives—Roomers Cut Off From Escape Leaped From Windows.



RUINS OF THE EMPIRE HOTEL, WHERE ELEVEN LIVES WERE LOST. The fire started while nearly all the occupants were asleep and several persons jumped from windows. From the three windows to the extreme right of the building two men were rescued by companions, who formed a human ladder.

DEAD.

MORRIS YALL, formerly of No. 1802 State street, Chicago. R. F. WOODLEY of Binghamton, N. Y. JOHN C. LUEDERS, carpenter. GEORGE W. THOMPSON, switchman, Chicago. VANCE MAHLIN, hoisting engineer. J. A. MCWILLIN, carpenter. S. P. CORY, telegraph operator, formerly of Hamilton, O. TOBE DAVIS, clerk. LIZZIE HARRIS, chambermaid. A. J. ALLEN, stenographer, Sedalia, Mo. Unidentified man, supposed to be C. E. CONSTANT, a carpenter.

INJURED.

JOHN LALLY, manager of lodging-house; sprains in back. CORNELIUS RYAN, slight burns. HARRY CLINE, Marion, Ill. GEORGE LANE, Rich Hill, Mo. WALTER JOHNSON. HENRY ROBINSON, negro porter; severe burns. WILLIAM CLARK, Chicago; bruised. ABE COWEN, Chicago; bruised.

ESCAPED UNINJURED.

ROSS A. WOOLSEY of Galesburg, Ill.; medical student. JOHN MCMAHON, Corning, N. Y. JOSEPH J. HART of Corning, N. Y. GEORGE STEDELMAYER. JOSEPH GODFREY. JOEL LEE, electric physician. F. M. NISLEY of Chicago, Ill. J. C. SHANNON. J. C. MCCONNELL. HARRY THOMPSON. GABRIEL STURGEON of Columbia, Mo. C. W. PARK, conductor. J. FISHER, conductor.

UNACCOUNTED FOR.

Unidentified man. Two students. E. P. COLTRAND.

Fire in the lodging-house at Nos. 2700 and 2702 Olive street, known as the Empire Hotel, yesterday morning, as reported in the late editions of the Sunday Republic, caused the deaths, mostly by suffocation and asphyxiation, of ten men and one woman. Though the mortality list was great the damage done to the structure and furnishings was comparatively inconsiderable.

The absence of fire escapes is to be the subject of an investigation. Building Commissioner Longfellow said he will begin the inquiry to-day.

Firemen engaged in inspecting the ruins yesterday commented on the absence of fire escapes, and even of life lines. The fire started either in the basement or on the first floor, tearing its way upward along the balustrade and double stairway to the third floor. A remarkable feature of the conflagration is that many of the rooms in which men were found dead were but little ravaged by the flames. Lace curtains, bedspreads, pictures, books and mural ornaments were not scratched in most apartments. Smoke and gases were the primal cause of the fatalities.

An alarm was turned in at 3:33 o'clock yesterday morning, but the fire apparently had been growing for fifteen or thirty minutes before it was observed, and doubtless the destruction of life was accomplished before the apparatus had time to reach the scene. The firemen arrived at 3:28 o'clock. Eye-witnesses say that the firemen and pole-men did satisfactory work after that.

Thrilling escapes are recorded by survivors. John McMahon and Joseph J. Hart rescued their companions from the second floor by forming a human ladder. Cornelius Ryan escaped by racing down the steps through the gauntlet of flames. C. W. Park and J. Fisher, transit conductors, jumped from second-story windows. Joseph Godfrey scaled the roof from a third-story window and dropped to the hard ground in the back yard. Similar experiences are related by others whose lives were spared. One man, supposed to be B. F. Woodley of Binghamton, N. Y., leaped from a third-story window and was killed by striking head foremost, on a flagstone.

A pillow tossed out by John McMahon had \$50 in bills concealed under the slip. McMahon and his companions managed to get out their trunks. They say that many who died would have been saved had they exercised deliberation and not become excited. A life-line, as good as new, was found in the closet in the room of George W. Thompson. Lizzie Harris, the negro chambermaid, was suffocated. Her room was some distance from the fire, and nothing in it was even scorched.

William E. Gilliam, owner of the hotel and lessee of the buildings, is absent in Denver, Colo. His clerk, John Lally, informed him by wire early yesterday morning of the calamity, and Mr. Gilliam is expected to return immediately. Three theories as to the origin of the fire are adduced, namely: That embers in the basement ignited feather ticks stored near the stairway; that some guests dropped a match or cigar on the carpet in the corridor, and that a flame from the furnace set the flooring afire. Mr. Lally says there was a small fire in the furnace.

Henry Robinson, the negro porter, endeavored to arouse the negro chambermaid, but was compelled to give up the search, the smoke and flames spread so rapidly through the halls. It is thought that those who perished were overcome by the smoke while dressing themselves.

Eighteen lives have been lost in fires in St. Louis within the last two weeks.